



CITY OF NEWPORT BEACH BALBOA VILLAGE ADVISORY COMMITTEE AGENDA

ExplorOcean
600 East Bay Avenue
Wednesday, June 12, 2013 - 4:00 p.m. to 5:30 p.m.

Committee Members:

Michael Henn – Council Member (Chair)
Tony Petros – Council Member
Gloria Oakes – Balboa Peninsula Point Association
Ralph Rodheim – Balboa Village BID Board Member
Laura Keane – Central Newport Beach Community Association
Tom Pollack – ExplorOcean Representative
Jim Stratton – At-Large Representative

Staff Members:

Kimberly Brandt, Community Development Director
Brenda Wisneski, Deputy Community Development Director
Tony Brine, City Traffic Engineer
Fern Nueno, Associate Planner

-
- I. **Call Meeting to Order**
 - II. **Public Comment on Non-Agendized Items** (comments limited to 3 minutes)
 - III. **Approval of Minutes** (Attachment 1)
Recommended Action: Approve May 8, 2013 Minutes.
 - IV. **Mooring Permittee Survey Results** (Attachment 2)
Recommended Action: No formal action required.
 - V. **Spring Parking Field Work Results** (Attachment 3)
Recommended Action: Review revised results. No action required.
 - VI. **Shared Parking District & Parking Standards** (Attachment 4)
Recommended Action: Discuss concepts and provide direction.
 - VII. **Public Comment**
 - VIII. **Adjournment** *Next Meeting Date: Wednesday, July 10, 2013 4:00 p.m. to 5:30 p.m.*

Please refer to the City Website, <http://www.newportbeachca.gov/index.aspx?page=2196>, for additional information regarding the Balboa Village Advisory Committee.

AN AGENDA FOR THIS MEETING HAS BEEN POSTED AT LEAST 72 HOURS IN ADVANCE OF THE MEETING AND THE PUBLIC IS ALLOWED TO COMMENT ON AGENDA ITEMS.

IT IS THE INTENTION OF THE CITY OF NEWPORT BEACH TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) IN ALL RESPECTS. IF, AS AN ATTENDEE OR A PARTICIPANT AT THIS MEETING, YOU WILL NEED SPECIAL ASSISTANCE BEYOND WHAT IS NORMALLY PROVIDED, THE CITY OF NEWPORT BEACH WILL ATTEMPT TO ACCOMMODATE YOU IN EVERY REASONABLE MANNER. PLEASE CONTACT LEILANI BROWN, CITY CLERK, AT LEAST 72 HOURS PRIOR TO THE MEETING TO INFORM US OF YOUR PARTICULAR NEEDS AND TO DETERMINE IF ACCOMMODATION IS FEASIBLE (949-644-3005 OR CITYCLERK@NEWPORTBEACHCA.GOV).

Attachment 1

CITY OF NEWPORT BEACH BALBOA VILLAGE ADVISORY COMMITTEE MINUTES

Location: ExplorOcean, 600 East Bay Avenue
Wednesday, May 8, 2013 - 4:00 p.m. to 5:30 p.m.

I. Call Meeting to Order

Chair Henn, called the meeting to order at 4:00 p.m. He reported a change in the order of the Agenda noting that after the approval of the minutes, the Committee will hear Item VII.

The following persons were in attendance:

Committee Members:

Michael Henn – Council Member (Chair)
Tony Petros – Council Member
Gloria Oakes – Balboa Peninsula Point Association
Ralph Rodheim – Balboa Village BID Board Member
Laura Keane – Central Newport Beach Community Association
Tom Pollack – ExplorOcean Representative
Jim Stratton – At-Large Representative

Staff Members:

Kimberly Brandt, Community Development Director
Brenda Wisneski, Deputy Community Development Director
Tony Brine, City Traffic Engineer
Fern Nueno, Associate Planner
Evelyn Tseng, Revenue Manager

II. Public Comment on Non-Agendized Items (comments limited to 3 minutes)

Interested parties were invited to address the Committee on Non-Agendized Items.

There being no one wishing to address the Committee, Chair Henn closed the Public Comments portion of the meeting.

III. Approval of Minutes (Attachment 1)

Recommended Action: Approve April 10, 2013 Minutes

Committee Member Stratton addressed the Parking Program Subcommittee noting the he made previous requests for an inventory of the average number of employees in the BID area and the average occupancy counts for residential units in the mixed-use vertical areas. He stated that the item was not mentioned in the minutes and hoped that staff is working on providing that information.

Chair Henn provided direction to amend the minutes accordingly.

Interested parties were invited to address the Committee on this matter. There was no response and Chair Henn closed public comments.

Committee Member Rodheim moved to approve the minutes of the April 10, 2013 meeting as submitted, and Committee Member Stratton seconded the motion; and the motion carried unanimously.

Staff suggested consideration of the following item in order to allow time to prepare for the presentation under Item VI.

IV. ULI Technical Assistance Panel Work Program (Attachment 2)

Recommended Action: Finalize Work Program

Community Development Director Brandt stated the item is included as Attachment 2 of the agenda, that the Façade Subcommittee reviewed it, and offered to respond to questions.

Committee Member Tony Petros noted having participated on previous Urban Land Institute Technical Assistance Panel (ULI TAP) Work Programs and felt that the recommended program characterizes very well what is desired. He stated that he had recommendations to increase the efficiency of the TAP and offered to work with staff to help implement them.

Discussion followed regarding recommendations to eliminate and modify parking requirements, the possibility of including a residential parking permit program, and focusing on the Village within the TAP Work Program.

Ms. Brandt offered to provide background information including the Master Plan and parking strategies, while having the TAP focus on the Village.

Members of the Committee commented positively on the document.

Chair Henn noted that one of the next steps will be to secure funding and offered to work on that issue. Once funding has been secured and the project moves forward, a report on the TAP should be made to the City Council.

Interested parties were invited to address the Committee on this item.

Grace Dove suggested that as part of the information gathering process, the ages of the buildings around Main Street be noted to place the area in context.

Jim Mosher made a correction to the document regarding appointment to the Citizen Advisory Panel.

There being no others wishing to address the Committee, Chair Henn closed public comments for this item.

Item VI was heard at this time.

VI. Parking Meter Technology Overview – Julie Dixon, Dixon Resources Unlimited

Recommended Action: No formal action required.

Julie Dixon, Dixon Resources Unlimited, parking consultant retained to help with the overall parking strategy for the City, reported reviewing the Corona del Mar parking lot as well as the Balboa Pier lot. She reported that a change in technology is being considered and introduced Tim Downey of Central Parking Systems. She discussed the Parking Technology roadmap, making incremental investments in technology, and how the technology relates to the Balboa Village parking strategies.

Mr. Downey provided information regarding his organization, and addressed prior infrastructure upgrades implemented in the City, infrastructure analysis and deployment of twelve pay stations at the Balboa Pier lot. He addressed conversion to an open system, payment options, availability of live support and staffing, ease of use, integration with the current permit program, and details of the license plate recognition (LPR) system. He noted that the LPR will aid in time zone enforcement as well.

Ms. Dixon addressed signage and evaluation of different validation programs.

Discussion followed regarding the importance of validation programs, benefits of the license plate recognition technology, developing an effective and comprehensive sign package, community outreach, definitions of traffic control devices, possible evidence of rights violations, and use and retention of data. Brief discussion followed regarding program implementation, pricing, establishing different parking opportunities, the benefits of gathering data in shaping future policies, and readability of the parking indicators.

Interested parties were invited to address the Committee on this matter.

Jim Mosher inquired regarding the types of payments accepted at the pay stations, the need to anticipate the length of stay and prepay; payment verification and the citation process.

V. Employee Parking Permit Program – Brian Canepa, Nelson Nygaard (Attachment 3)

Recommended Action: Review and Approve

Deputy Community Development Director Wisneski addressed the need to evaluate the parking program in a comprehensive manner.

Brian Canepa, Nelson Nygaard, presented details of the proposed Employee Parking Permit Program and addressed seasonal fluctuations in the data, use of the LPR technology, managing the number of permits in areas, ensuring pricing competitiveness, peak and off-peak seasons, location of spaces for employee parking, and community outreach and marketing.

It was noted that the area is highly seasonal and that the number of employees fluctuates with the season.

Mr. Canepa addressed permit pricing, plan rates, functionality, enforcement, and monitoring.

Discussion followed regarding a uniform permit pricing over the year regardless of the season, making the process as simple as possible, working in conjunction with the Residential Parking Permit Program (RP3), setting up a construct for public outreach, consideration of remote parking with shuttle service, and the need for further discussion and consideration of the matter. A suggestion was made to have an annual evaluation in order to get input from users and make appropriate modifications.

Ensuing discussion followed regarding scheduling a meeting in June for extensive community education, obtaining feedback, and the system used in the City of Santa Monica.

Discussion followed regarding establishing guidelines to create awareness and allow for input, shifting parking locations, the availability of median spaces during off-peak and peak periods, the need for additional data gathering, complexity of the program, and the need for additional employee parking.

Ensuing discussion followed regarding use of the parking lot at the old City Hall facility, impacts of employee parking on residents, the proposed tiered pricing structure, encouraging this approach for employees by keeping pricing at the low end, and using established standards for assessing need and demand.

Members of the Committee concurred to forego the tiered pricing structure.

Discussion followed regarding the need for regular evaluation of the program, availability of appropriate data, refining the information before proceeding with outreach, the potential need for establishing caps on the number of permits issued, and hours for routine street sweeping. It was mentioned that the Balboa Pier Lot is not busy on Tuesdays, even during the summer and that the employee parking area should be moved to the Balboa Pier Lot on Tuesdays to avoid conflict with the street sweeping schedule.

Interested parties were invited to address the Committee on this matter. There was no response and Chair Henn

closed public comments for this matter.

Discussion followed regarding scheduling upcoming outreach meetings for property owners, business owners, and residents.

Committee Member Rodheim moved to approve the Employee Parking Permit Program as discussed and amended above, and Committee Member Keane seconded the motion; and the motion carried unanimously.

VII. Parking Field Work Results - Brian Canepa, Nelson Nygaard (Attachment 4)

Recommended Action: No formal action required.

Chair Henn addressed the amount of information available and future presentations of the matter. It was noted that the Parking Subcommittee met prior to the Committee meeting to review the report.

Discussion followed regarding the hours of the day to conduct the survey and it was noted that the residential area does not fill up until 8:00 p.m. or 9:00 p.m. and that the result of the survey does not truly indicate the load capacity of residential parking during off-peak seasons. A proposal was made to conduct an additional survey at 9:00 p.m. before the summer months to obtain accurate data, preferably on a Thursday.

Interested parties were invited to address the Committee on this matter.

Grace Dove suggested considering weather conditions.

Members of the Committee commented positively on the presentation of the information.

Discussion followed regarding clarifying the turnover information and providing information to the BVAC relative to the RP3 to clarify any misinformation.

VIII. Public Comment (Attachment 5 – Written Correspondence)

Chair Henn noted receipt of written correspondence.

There being no one wishing to address the Committee, Chair Henn closed the Public Comments portion of the meeting

IX. Adjournment

There being no further business to come before the Committee, Chair Henn adjourned the meeting at 5:31 p.m.

Next Meeting Date: Wednesday, June 12, 2013, 4:00 p.m.to 5:30 p.m.



**CITY OF NEWPORT BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
100 CIVIC CENTER DRIVE
NEWPORT BEACH, CA 92660
(949) 644- 3227**

Memorandum

To: Balboa Village Advisory Committee
From: Fern Nueno, Associate Planner
Date: June 6, 2013
Re: Mooring Permittee RP3 Survey Results

The City conducted a survey in an effort to document any parking concerns in the area west of Balboa Village and to understand the extent of resident support for a Residential Parking Permit Program (RP3). The survey was mailed to residents and property owners within the proposed RP3 District in October 2012. At previous Balboa Village Advisory Committee (BVAC) meetings, it was suggested that mooring permittees should also fill out the survey and have an opportunity to provide input. The survey was mailed to the mooring permittees on April 15, 2013. The survey and a summary of the results are attached.



Balboa Overnight Residential Parking Permit Program Proposal

Your Feedback is Requested

April 15, 2013

Dear Mooring Permittee,

Residents of the Balboa Peninsula have historically experienced parking shortfalls especially during the peak summer season from Memorial Day to Labor Day. Many homes were built at a time when garages and carports were not required and the area experiences high influxes of visitors principally during the summer months. Late night or overnight parking demand from commercial uses within Balboa Village (east of Adams Street) and boating uses are viewed as a contributing factor that reduces parking availability in the residential area to the west between 7th Street and Adams Street. Some residents from this area have proposed the creation of an overnight Residential Parking Permit Program ("RPPP") to eliminate "spillover" commercial parking onto the adjacent residential streets.

The City is conducting this survey to help document the extent of the parking problem and understand the extent of resident and mooring permittee support for an RPPP. This survey was mailed to residents and property owners within the proposed RPPP District in October 2012. At previous Balboa Village Advisory Committee ("BVAC") meetings, it was suggested that mooring permittees should also fill out the survey and have an opportunity to provide input. Additional information regarding BVAC is available online: <http://newportbeachca.gov/index.aspx?page=2197>.

Please review the attached Informational Sheet and complete the attached questionnaire. Send the completed questionnaire to the City in the stamped and self-addressed envelope provided by **April 29, 2013**. The information collected from the questionnaires will be summarized and presented to the BVAC and/or City Council at a future date. Please contact me should you have any questions or concerns. Thank you for your assistance.

Fern Nueno, Associate Planner

Community Development Department

City of Newport Beach

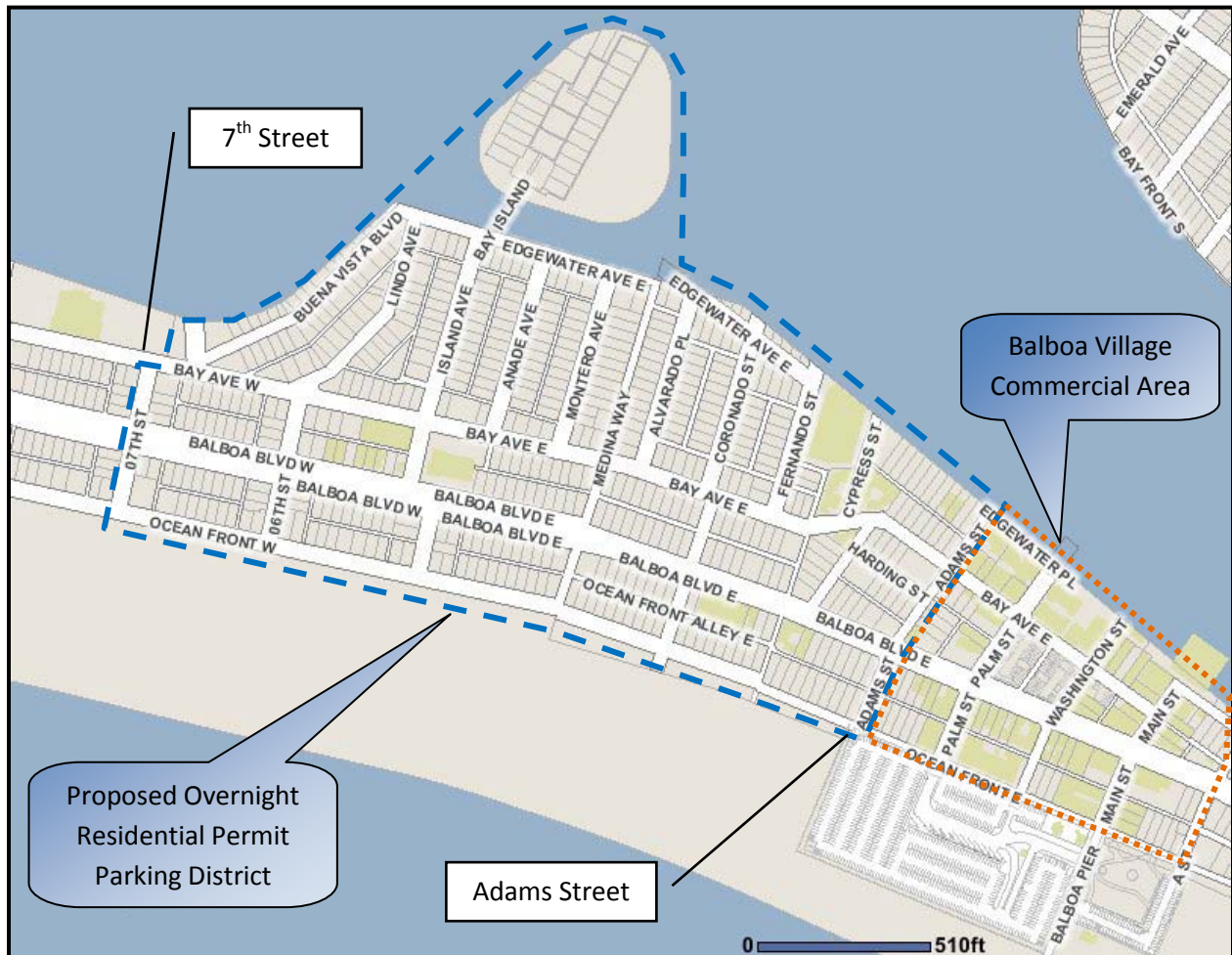
949-644-3227 | fnueno@newportbeachca.gov

Please complete the attached survey



Balboa Overnight Residential Parking Permit Program Proposal

Survey



Please complete the attached survey



Balboa Overnight Residential Parking Permit Program Proposal

Information Sheet

NAME

MAILING ADDRESS

Proposed preferential parking zone: All residential streets between 7th Street and Adams Street, except for on-street metered stalls on Balboa Boulevard. See the map on the back of the enclosed letter.

Eligibility: All residences located within the proposed Residential Parking Permit Program ("RPPP") would be eligible to purchase permits.

Parking Availability: A permit holder would not be given a specific parking space but would be allowed to park anywhere in the preferential parking zone during the posted hours when parking is available.

Hours: No parking on streets between 4:00PM – 9:00AM, 7 days per week, excluding federal holidays, without a valid permit. Parking on the streets within the preferential parking zone would be restricted to valid permit holders.

Number of permits: Four (4) permits per household maximum with the possibility to purchase a number of daily guest permits. The number of daily guest permits per residence has not been determined.

Permit Type: Permits would be issued annually and would likely hang from the rearview mirror.

Permit Cost:

- 1st Permit: \$20 per year
- 2nd Permit: \$20 per year
- 3rd Permit: \$60 per year
- 4th Permit: \$100 per year
- Daily Guest passes: number and cost TBD

City Council and Coastal Commission: Implementation of a RPPP would require the review and approval by the City Council and California Coastal Commission.

Changes: The RPPP outlined in this survey, if adopted, is subject to change, pending City Council and California Coastal Commission approval.

Please complete and submit the survey on reverse



Balboa Overnight Residential Parking Permit Program Proposal

Survey

1. I support the proposed overnight residential parking permit program as described in the Information Sheet. <i>(Please check the box to the right, please do not check any other boxes, and sign and return the form.)</i>	<input type="checkbox"/>				
2. I do not support any type of residential parking permit program. <i>(Please check the box to the right, please do not check any other boxes, and sign and return the form.)</i>	<input type="checkbox"/>				
3. I would support an overnight residential parking permit program, but feel some changes to the proposal are needed. <i>(Please check the box to the right, and check any of the boxes below you feel are appropriate and/or write in any other suggestions.)</i>	<input type="checkbox"/>				
Statement	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
a) Overnight commercial parking from Balboa Village impacts my block.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) The proposed area to be included is too large. <i>(Please indicate an appropriate area in the comments section below.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) The proposed pricing schedule is appropriate. <i>(If you disagree with the proposed pricing, please indicate appropriate prices in the comment area below.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) The proposed hours are appropriate. <i>(If you disagree with the proposed hours, please indicate what hours might be appropriate in the comment area below.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) The program should only be effective during the summer months.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments: _____

Printed Name: _____

Signature: _____ Date: _____

Phone: _____

To receive updates, provide e-mail: _____

Please fully complete the survey as incomplete surveys will be discarded. Please return the survey in the stamped self addressed envelope by **April 29, 2013**. Thank you for your participation in this important project.

Summary of Mooring Permittee Survey Results

Surveys Mailed	47
Surveys Undeliverable	2
Total Surveys	45
Surveys Received	18
Response Rate	40%

Of the 18 surveys received, 8 respondents do not support and 9 do support the RP3.

Responses:

1 – Support	4
2 – Do not support	8
3 – Support, with changes	5
No response	1
Total	18

The respondents who marked #3 (Support, with changes) were directed to state how much they agree or disagree with the following statements:

- a) Overnight commercial parking from Balboa Village impacts my block.
- b) The proposed area to be included is too large.
- c) The proposed pricing schedule is appropriate.
- d) The proposed hours are appropriate.
- e) The program should only be effective during the summer months.

Number of responses for each statement:

Statements	Strongly Agree (1)	Agree (2)	No Opinion (3)	Disagree (4)	Strongly Disagree (5)
a	1	1	2	1	
b	1	1	2	1	
c		3	1		1
d		1	1	2	1
e	2			1	1

Statements	Score
a	2.60
b	2.60
c	2.80
d	3.60
e	2.75

A score of 1 indicates Strong Agreement with statement.
A score of 3 indicates No Opinion.
A score of 5 indicates Strong Disagreement.

Balboa Overnight Residential Parking Permit Program Proposal Comments

The following written comments were provided by survey respondents:

- Support only if mooring permits holders included in permits. Mooring permit holder with live aboard permit many years. Park in area 200+ nights per year.
- Please include the mooring boat owners. C53 off Fernando Street. Thanks.
- I think the permit should be for a full year. As for it is 20.00 per year.
- I am a legitimate liveaboard on mooring C-43 would this be inclusive for me—parking is tough as it is and would make me park on Balboa or elsewhere and is not acceptable for anyone that has a boat.
- Lindo Ave is not affected by Balboa Village spillover. The permit cost is far too high and hours far too restrictive- 4 pm is not 'overnight,' 2 am is. Also ANY permit program would destroy any rental businesses in the area and negatively impact Balboa Village which has enough trouble without this 'help' from the city. This is an astoundingly bad idea. Residents have ways to find parking. It's not hard.
- Summer months 6 p.m. - 6 a.m.; 'no parking without a permit' June, July, August; \$10/permit.
- Area might be between Island and Adams. It is exceedingly important to include mooring owners in permit program; otherwise I would be strongly opposed to no overnight parking program. Thanks for asking.
- Proposed area too far to the west-should end at Medina Way or less. Proposed pricing schedule should be for 2 cars/residence only. More, at a higher cost, seems to favor the wealthy. C area mooring permit holders should be only 1 parking permit. Hours bother me. I'd go with maybe 6 pm.
- I have leased a mooring for over 30 yrs at the end of Fernando & Cypress. Only once in all those years I couldn't find a spot and that was 4th of July. I'm elderly and this would severely impact my ability to use our boat. My family and I have supported the Fun Zone financially for many years, we should be allowed permits, we pay the city our lease. 4 is too many permits.
- Mooring 'owners' should be able to purchase these overnight permits just as a resident can.
- I do not use parking in that area—no opinion.



**CITY OF NEWPORT BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
100 CIVIC CENTER DRIVE
NEWPORT BEACH, CA 92660
(949) 644- 3227**

Memorandum

To: Balboa Village Advisory Committee
From: Fern Nueno, Associate Planner
Date: June 6, 2013
Re: Revised Spring 2013 Parking Data Results

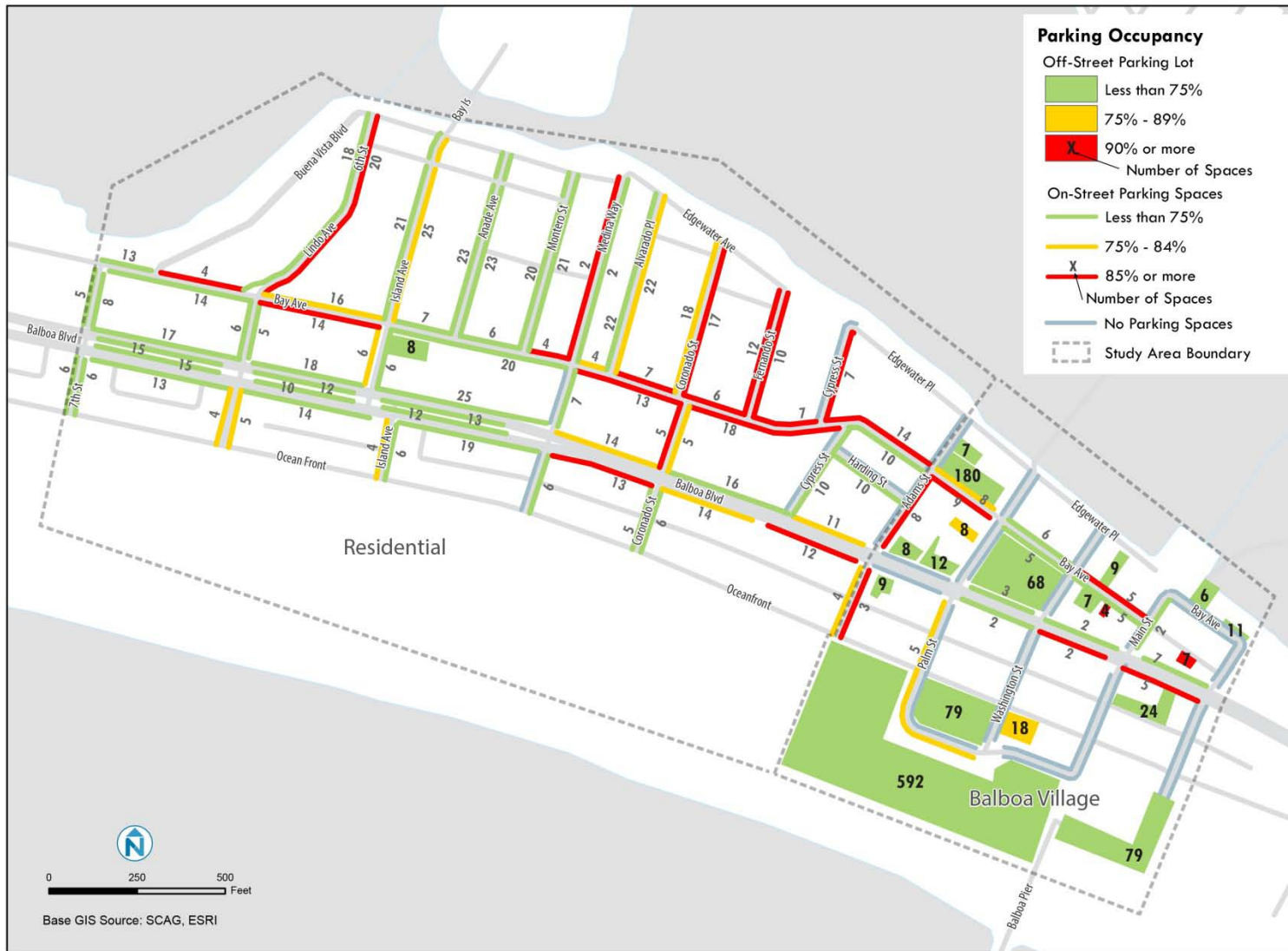
The Spring 2013 Parking Data and Windshield Survey results were presented at the May 8, 2013 BVAC meeting, which summarized the results of the field work and survey work conducted on March 28th and March 30th. At that meeting, the Committee expressed interest in an additional spring survey to be conducted after 9:00 p.m. to supplement the parking occupancy data. The Committee thought that the data for the on-street occupancy in the residential area west of Balboa Village would be especially helpful for the Residential Parking Permit Program (RP3) analysis.

On May 16, 2013, additional fieldwork was conducted between 9:00 p.m. and 11:00 p.m., which demonstrated an increase in on-street parking occupancy as compared to the 6:00 p.m.-8:00 p.m. survey time. The overall on-street occupancy for the entire survey area increased from 66 percent to 71 percent, with the on-street occupancy increasing from 65 percent to 74 percent in the residential area and decreasing from 71 percent to 47 percent in the Balboa Village area.

The spring results provided on May 8th were revised to include the additional survey results. The parking occupancy maps for Thursday from 6:00 p.m. to 8:00 p.m. and from 9:00 p.m. to 11:00 p.m. are attached. The entire revised spring data is available online:
http://www.newportbeachca.gov/Pln/BVAC_Agendas/06-12-2013/Spring2013ParkingData.pdf

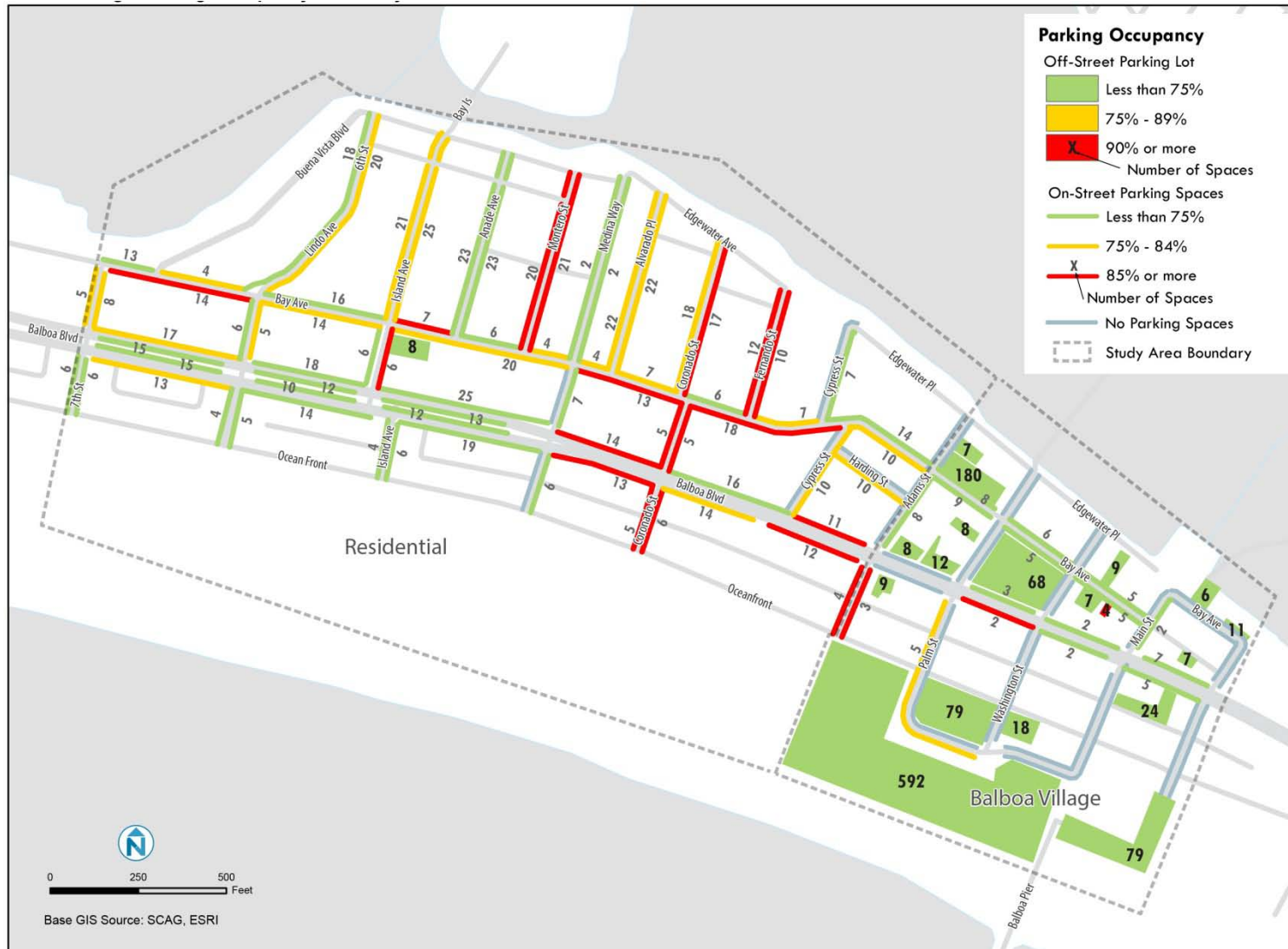
BALBOA VILLAGE PARKING IMPLEMENTATION PLAN – PARKING SURVEY
City of Newport Beach

Figure 42 Study Area Occupancy, Thursday 6 PM to 8 PM



BALBOA VILLAGE PARKING IMPLEMENTATION PLAN – PARKING SURVEY
City of Newport Beach

Figure 43 Study Area Occupancy, Thursday 9 PM to 11 PM





**CITY OF NEWPORT BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
100 CIVIC CENTER DRIVE
NEWPORT BEACH, CA 92660
(949) 644- 3297**

Memorandum

To: Balboa Village Advisory Committee
From: Brenda Wisneski, Deputy Community Development Director
Date: June 5, 2013
Re: Balboa Village Shared Parking District & Parking Standards

The Balboa Village Parking Master Plan recommends forming a shared parking district and revising the minimum parking standards for commercial development in Balboa Village. These concepts are contingent upon there being adequate parking in Balboa Village to serve existing commercial uses as well as future development opportunities, including Balboa Theater and limited amounts of new commercial development that may occur. This also takes into account the intensification of existing land uses, e.g., retail converting to restaurant.

Parking occupancy in Balboa Village was studied in 2008 and is again being evaluated in 2013 to verify conditions. The detailed data is expected to confirm the following:

- Balboa Village has a large supply of parking, the majority of which is located in off-street facilities.
- Balboa Village's parking supply is underutilized for all but the busiest summer weekends.
- While the parking supply is underutilized, various "hot-spots" of demand exist, even during non-peak months.
- Balboa Village exhibits a drastic seasonal peaking of parking demand with capacity highly constrained on summer weekends.

Shared Parking District

Shared parking is the most effective tool in parking management. Due to different periods of peak demand, uses can easily share parking facilities, thereby limiting the need to provide additional off-street parking. Key recommendations are noted below:

- Work with existing owners and businesses to ensure private parking is made available to the public when not needed for its primary commercial use.
- Develop mutually agreeable operating and liability arrangements for public use of private parking facilities.
- Require as a condition of approval that all newly constructed private parking in any non-residential development or adaptive reuse project be made available to the public.
- Allow parking to be shared among different uses within a single mixed-use building by right.
- If new public parking supply is needed in the future, first purchase or lease existing private parking lots or structures from willing sellers, and add to the public parking supply before building new lots/garages.

The district would reflect the commercial area, as shown in the Figure 1.



Figure 1 Shared Parking District

Parking Standards

With the establishment of the parking district, the off-street parking requirements can be modified to reflect the unique characteristics of Balboa Village as a higher density, mixed use, visitor destination. Current off-street parking requirements are calculated based on land use type and size. Any new use or change of use is required to provide parking on-site, unless otherwise allowed in the Zoning Code. The parking requirements, also referred to as parking standards or ratios, reflect anticipated parking demand of the typical land use and are derived from national averages. A few examples are provided in Table 1, below.

<p style="text-align: center;">Table 1 Existing Parking Off-Street Parking Requirements</p>	
Land Use	Parking Spaces Required
Retail	1 space per 250 square feet of gross floor area
Office (less than 50,000 sq.ft.)	1 space per 250 square feet of net floor area
Food Service	1 space per 30-50 square feet of net public area

Revitalization of Balboa Village is contingent upon the ability to attract desirable uses to the area and encourage property re-investment. The greatest challenge to achieving this goal is the inability for existing development or smaller parcels to accommodate the required parking. Often times, more intense uses, such as a restaurant, cannot satisfy the parking requirements so they look elsewhere or are subjected to a lengthy discretionary process.

Based on the availability of parking in the district, as a whole, greater flexibility is provided in assessing the requirements of a new use or development.

Numerous cities throughout the country have partially or entirely eliminated minimum parking requirements. Examples include:

- **Boulder, CO:** Within Boulder's downtown special district – the Central Area General Improvement District (CAGID) – the City has eliminated minimum parking requirements for non-residential uses. Developers are allowed to build as much or as little parking as they choose, subject to design standards in the zoning code, and to manage it as they see fit. If they choose to build little or no parking on-site, they can purchase permits for public lots and garages for resale to their employees.
- **Petaluma, CA:** In 2003, Petaluma adopted the Central Petaluma Specific Plan, which reduced parking minimums, but also included a sunset clause – the specific date on which the required parking minimums would expire. According to Code section 6.10.070, "Effective January 1, 2008, there shall be no minimum parking requirements for any use."
- **Portland, OR:** For Portland's primary mixed-use district (Mixed Commercial/Residential), there are no parking minimums. There are also no parking minimums for a number of other land use categories, such as Central Residential districts.

Other examples will be presented at the BVAC meeting.

Next Steps

The appropriate approach for Balboa Village will continue to be analyzed and discussed. Additional analysis will consider existing development and parking availability on- and off-site. This information will be presented in future meetings, including recommendations.